Outline Of What RFID Can Do For Vehicle Identification

Presently Connecticut has no visible way of identifying registered vehicles, along with those that do not have mandated insurance coverage or emission certification.

A new and proven technology, RFID, would provide information whether a vehicle has current registration, valid insurance, and compliance with emission controls.

There are two main reasons for the Department of Transportation to adapt this type of program:

1. To validate that every vehicle conforms to state regulations

2. To provide a considerable income to the State by identifying vehicles that are violating the existing laws of Connecticut.

The 2007 driver license records show that of the 2,468,293 drivers, there were 296,195 uninsured drivers. In the three year period of 2005 – 2007, 68,232 persons were cited for operating vehicles without insurance. Of this group 75% were not prosecuted and 15% failed to appear; 1% were convicted and 8% entered guilty pleas.

The not prosecuted and failed to appear group made up 90% of the uninsured drivers.
The minimum fine is $100 for this infringement. The State possibly collected $590,400 over the three year period or $196,800 per year.

With RFID the 296,195 vehicles would be immediately identified. The State would collect $29,619,500 per year or $79,858,500 in the same three year period compared to the $594,000 it was able to collect. A possible reason why the State received so little income is that it is not worth chasing 296,175 people for $100. It probably would cost the State more than the income they received.

RFID technology can identify that a car has current registration, valid insurance, and valid emission certification. The RFID would also contain the make model and color of the vehicle. As each vehicle approaches a scanned data would be sent to a data base for confirmation and validity of the data. If the data finds violations it can immediately notify the nearest police agency to apprehend the car, as the data would identify the exact location, direction of travel, along with the make and color of the vehicle.

An RFID program would be phased in gradually and then expanded to accomplish other policing tasks without having to change equipment.

The first phase would be identifying legally registered vehicles, those that are uninsured and those that do not meet emission compliance. The advantage to the State is an annual income of $29,619,500 versus $196,800 per year. The second phase would be to implement speeding violations.

A federal report, taken at various locations in the US, shows the difference between posted speed limits and the percentage of drivers who adhere or exceed the limits. In 65 MPH zones 90.8% of the drivers are driving between 75 and 85 miles per hour.

Uses of EVR

- Vehicle registration

- Vehicle emissions compliance

- Vehicle insurance compliance

- Road safety

- Traffic flow monitoring and congestion management

- Public transport monitoring and real time timetable

- Private fleet management

- Speed monitoring and enforcement

- Electronic tolling

- Congestion tolling

- Access control

- Parking fees

- Amber & Silver alerts

- Assisting law enforcement

- Military decals